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Sent: 10/10/2024 4:13:36 PM
To: DA Submission Mailbox
Subject: TRIMMED: Online Submission

10/10/2024

MR Daniel Bence
2 - 2099 Reid AVE
North Curl Curl NSW 2099

RE: DA2024/1219 - 142 - 146 Pitt Road NORTH CURL CURL NSW 2099

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We would like to raise the following objections in relation to the proposed Development: Application "DA2024/1219 142 - 146 Pitt Road NORTH CURL CURL NSW 2099". [NB the majority of the objections raised have not been addressed since the previous development application DA2024/0374]

1. Excessive height of the proposed building: The number of floors (x3) of the proposed building exceeds all adjacent "single storey" residential dwellings. This will significantly change the existing character of the local area.

The height of the proposed development (+11m) exceeds Local Authority zoning height (8.5m).

This will create privacy issues which have not been fully mitigated in the proposed development application.

2. Inadequate boundary setback along the north boundary of the proposed development. The proposed development is located well within 8m of the rear boundary. The inadequate development setback is exacerbated by the planned increase of ground level (+1m to 1.5m) from existing ground level.

3. Specifically, the privacy of 2 Reid Avenue (at the north east boundary of the site) is significantly impacted as a result of the excessive height (objection #1) and inadequate boundary setback of the proposed development, (objection #2). Whilst we appreciate the attempt to mitigate this issue with the introduction of mature native trees along this border, this does not adequately address the actual diagonal line of sight from the development 2nd and 3rd levels into the rear living spaces, and bedroom of 2 Reid Avenue.

4. Potential damage to existing established trees as a result of stormwater provisions. We have been advised that the proposed stormwater mitigation (shown below) cannot be achieved without significant damage to the root system of existing established trees (x3) located at 2 Reid Avenue and 140 Pitt Road respectively.

5. Inadequate access to underground parking. The planned access via Playfair Road, to planned residential dwellings (x10) with capacity for x22 parking spaces is not adequate, and

will compound existing congestion issues already observed during peak activity during the week and weekends.

This access point is directly adjacent to the existing bus routes (177x , 177) to local amenities and CBD express route. The proposed "traffic light" system to manage the single lane access to this development's excessive x22 car spaces will not only exacerbate congestion, but will introduce a clear safety issue in an area of high pedestrian and cycle traffic.

6. The impact of additional residential dwellings upon local traffic flow and parking has not been addressed.

7. The development application proposal does not address the retail parking requirement for employees and staff. Currently the open space behind the shops is used by retail employees and the existing residential units above the shops. The proposed development does not provide for any retail employee staff parking. This will compound the existing street parking issues which result in significant traffic congestion (especially at weekends during local sport activities).

8. The number and variety of community retail outlets will be significantly reduced: There are currently 7 well-used and highly-regarded retail outlets servicing the needs of the community across 7 different categories. Two of the existing retail premises are double fronted providing the potential for up to 9 distinct retail outlets.

The proposed development would only provide 5 retail outlets, significantly changing the number and profile of retail outlets to service the local community, also reducing local employment opportunities.

9. Increased noise: The development will introduce new sources of noise, both during the construction phase and when the development has been completed. The addition of 10 apartment dwellings, housing multiple families and/or individuals will be significantly disruptive and negatively impact surrounding residences, as well as the local community.

10. The construction phase of the development is currently OPTIMISTICALLY scheduled to take two years, and there seems to be no provision for site access, storage and site amenities based on the proposed site footprint throughout the duration of the build.

The inevitable disruption is further compounded by the inconvenience to the local community which will be without access to local retail services for the entire time of the development's construction.

Kind Regards,
Daniel Bence